



**CONGRESSIONAL BUDGET OFFICE
COST ESTIMATE**

May 1, 2002

**H.R. 2546
Real Interstate Driver Equity Act of 2001**

*As ordered reported by the Senate Committee on Commerce, Science, and Transportation
on April 18, 2002*

H.R. 2546 would prohibit states from requiring limousine or shuttle operators to obtain a license or pay a fee to provide interstate service. CBO estimates that H.R. 2546 would not have a significant effect on the federal budget because the act would not expand the regulatory or enforcement authorities of federal agencies. The legislation would not affect direct spending or receipts; therefore, pay-as-you-go procedures would not apply.

Prohibiting state and local governments from requiring certain licenses and fees would be an intergovernmental mandate as defined in the Unfunded Mandates Reform Act (UMRA). CBO estimates that the cost of this mandate, primarily lost revenues from fees and penalties, would be well below the threshold established in UMRA (\$58 million in 2002, adjusted annually for inflation). This act contains no new private-sector mandates as defined in UMRA.

On November 9, 2001, CBO transmitted a cost estimate for H.R. 2546 as ordered reported by the House Committee on Transportation and Infrastructure on November 7, 2002. CBO estimates that neither version of the legislation would have a significant effect on the federal budget, and that both versions contain an intergovernmental mandate with costs below the UMRA threshold.

The CBO staff contacts for this estimate are Rachel Milberg (for federal costs), and Susan Sieg Tompkins (for the state and local costs). This estimate was approved by Peter H. Fontaine, Deputy Assistant Director for Budget Analysis.